



# TAMIL NADU GOVERNMENT GAZETTE

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## Part III—Section 2

Statutory Notifications and Orders issued by  
Heads of Departments.

NOTIFICATIONS BY HEADS OF DEPARTMENTS, ETC.

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## NOTIFICATIONS BY HEADS OF DEPARTMENTS, ETC.

## CHENNAI PORT AUTHORITY, CHENNAI

(Ministry of Ports, Shipping &amp; Waterways)

No. 1, Rajaji Salai, Chennai - 600 001.

NOTIFICATION.**The Proposal for Revision of Scale of Rates of CITPL**

(No.SOR/CITPL/Revision of SOR/2024/F, Dt.14.10.2024)

No. SRO C-24/2024.

1. Ministry of Ports, Shipping and Waterways (MOPSW) vide letter dt. 09.05.2023, directed Major Ports under Section 53 of MPA Act 2021, to consider fixing tariff in respect of the existing PPP concessionaries governed by the erstwhile Tariff Guidelines of 2005, 2008, 2013 and 2019 as mentioned in the respective agreement with the approval of the Boards concerned.

2. Board vide BR No.32 of 2023-24 dt. 13.6.2023 approved to comply with the directions issued by MoPSW vide letter dated 09.05.2023 and to inform the BOT operators, M/s.Chennai Container Terminal Pvt. Ltd. (CCTPL) and M/s. Chennai International Terminal Pvt. Ltd. (CITPL) (who are governed under Tariff Guidelines 2019 for BOT operators) that henceforth they shall file their proposals for revision of tariff with Chennai Port Authority (ChPA).

3. As per the Board's approval, M/s. CITPL was requested (via letter dt. 24.06.2023) to submit their proposal for revision of the Scale of Rates to ChPA. CITPL submitted its proposal on 07.09.2023 for tariff revision as per Tariff Guidelines 2019 / Working Guidelines 2019 for BOT Operators governed by the erstwhile Tariff Guidelines 2005. Based on preliminary scrutiny of the proposal, certain additional information / clarifications were sought from CITPL (vide letter dt.22.11.2023) and CITPL submitted a revised proposal on 17.01.2024, along with response to queries raised by ChPA.

4. The revised proposal filed by CITPL was placed before Tariff Fixation Committee (TFC) constituted by the Board of ChPA and based on the recommendations of the TFC, Board of ChPA vide Resolution No. 163 dated 08.03.2024, in accordance with the consultative procedure prescribed, approved to host a copy of the Revised CITPL proposal dt. 17.01.2024 (comprising of Form – 1,3,5,6A,6B,7 and draft SoR) on the ChPA website inviting user comments as per the provisions of Tariff Policy, 2021.

5. Accordingly, the revised proposal submitted by the CITPL for general revision of SOR was hosted on the Port website on 07.06.2024 (post the Model Code of Conduct period which was ended on 04.06.2024) and was forwarded seeking comments from the users / stakeholders by giving 15 days time, i.e. upto 21.06.2024. In response, comments have been received from only two users, viz., The Chennai and Ennore Ports Steamer Agents Association (CHENSAA) & Evergreen Shipping Agency (I) Pvt. Ltd.

The comments received were forwarded to CITPL for its feedback/comments and the response of CITPL thereon are tabulated below:

Sl.No.	Comments of users / user organisations	Response of CITPL
1.	<b>CHENSAA</b>	
(i)	The terminal M/s.CITPL vide their Trade advisory dated 07.05.2024 stated that considering the Wholesale Price Index ("WPI") occurring between 01 Jan 2023 and 01 Jan 2024, Tariff Authority of Major Ports ("TAMP") has declared annual WPI indexation as "NIL" for the period from 01 May 2024 and shall be valid till 30 April 2025. Therefore, the existing SOR of 01 May 2023 will remain valid till 30 April 2025, subject to further update/ intimation by relevant approving authorities.	CITPL's Tariff falls under TAMP guidelines 2019 which requires periodic review every 3 years and the current proposal for revision is within the provisions of the guidelines.  Further, despite suffering huge losses, CITPL did not increase its tariff except marginal increase in few line items and appropriate rational provided along with our application.
(ii)	Based on terminal confirmation circular, understand most of the liners did not revise the agreement charges with their customers & any further revision between 5 to 15% in Electricity and miscellaneous charges will not be accepted by the trade which result in huge loss to the lines.	

(iii)	Implementing new charges i.e., Container turning activity and other charges are not acceptable by the Trade.	The charges are not applicable to all the containers and the same are only chargeable based on the request from the customer and actual services provided by CITPL. Hence, customer may choose not to avail this service.
(iv)	Reefer volumes are increasing / Red Sea crisis leading to heavy congestion in SIN/WPK - unpredicted vessels schedule / late arrival of vessels - Imports and exports have impact / shippers have to wait long after stuffing to move the containers to the terminals and all these issues already encountering with losses by the trade and shipping lines.	All the provisions to supply electricity to the reefer containers made despite all the odds. With recent increases in electricity tariff by Tamil Nadu Generation & Distribution Company Limited ("TANGEDCO"), the cost per KWH is more than INR 15 (Including 20% surcharge levied by Chennai Port Authority) and with existing rate, CITPL incurred huge loss on reefer monitoring. Hence the increase is justified.
2	<b>Evergreen Shipping Agency (I) Pvt. Ltd.</b>	
	<p>When other terminal CCTL is not going for rate increase on above mentioned, charge items, how can we maintain two different Terminal Handling Charges for collection from customer with two quantum.</p> <p>When we approached both the terminal, CCTL &amp; CITPL, they have confirmed, this year there will be no increase in tariff but CITPL have already approached your office for tariff increase.</p> <p>It will be more helpful to us and the trade, if they postpone this proposal to next year. Also, request you to maintain uniformity in container related charges between CCTL &amp; CITPL without any difference as both terminals are operating under your premises.</p>	<p>CITPL made its application based on its own tariff along with proper justification for each revision and we have nothing to do with tariff charged by CCTL.</p> <p>Chennai Port Authority can only comment if there is any update on CCTL tariff.</p> <p>Further, we have already clarified on the trade advisory on S#1 above.</p> <p><b>ChPA response :</b></p> <p>CCTPL has submitted their proposal for revision of SoR which is being processed separately by ChPA</p>

6. A summary position of Annual Revenue Requirement (ARR) computation furnished by CITPL *vide* letter dt. 17.01.2024 is tabulated below:

Sl. No.	Details	2020-21	2021-22	2022-23
		(Rs. in lakhs)		
(1)	Total Expenses as per audited Annual Accounts	31,854	31,910	31,954
(2)	Less: Adjustments			
(i)	Actual Revenue share / Royalty paid to the Port	14,915	14,963	14,710
(ii)	Interest on loans	2,042	1,535	2,438
	Sub total (2)	16,957	16,498	17,148
(3)	Total Expenses after adjustments	14,896	15,412	14,806
(4)	Average of Expenses (2020-21 to 2022-23)	15,038		
(5)	Capital employed as on 31.03.2023 including capital work in progress as on 31.03.2023 and working capital	96,392		
(6)	Return on Capital Employed @ 16%	15,423		
(7)	Annual Revenue Requirement (ARR) as on 31.03.2023 (4 + 6)	30,461		
(8)	Indexation in the ARR @ 100% of WPI applicable for the year 2023-24 (12.12%)	34,152		
(9)	Ceiling Indexed Annual Revenue Requirement	34,152		

(10)	Revenue Estimation at proposed SOR as per Form-4 (Traffic volume of 8,43,363 TEUs is considered for revenue estimation which is average of actual traffic handled during the last 3 years, i.e., 2020-21, 2021-22 and 2022-23)	33,466
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7. Subsequently, a Port Users Hearing was held on 08.07.2024 at 11:00 Hrs. in ChPA's premises. The proceedings of the Port Users Hearing and list of users / stakeholders present is available in the records of ChPA.

8. After the Port Users Hearing, Tariff Fixation Committee in the meeting held on 02.09.2024, finalized the revised SOR of CITPL and recommended to submit the same to the Board for its approval.

9. The CITPL has proposed certain modifications / changes/additions/deletions in the existing SOR which was recommended by TFC, is summarized below:

**a. Schedule 3.5 – Charges for Hazardous Cargo Containers / Over-dimensional Cargo Containers**

9% increase in the charges of Hazardous Cargo Container and Over-Dimensional Cargo Container, i.e., increasing the premium from 37.5% to 50% as proposed by CITPL, is accepted as the same is found to be in line with Clause 9.9.3 of the Working Guidelines 2019 to operationalize the Tariff Guidelines, 2019.

**b. Schedule 3.9 (d) - Reefer related and other General Services - Supply of electricity**

15% increase in charges of supply of electricity (including connection and disconnection, monitoring of temperature at reefer yard) per container per 4 hours shift or part thereof as proposed by CITPL, is accepted by recognizing the increase in electricity charges by TANGEDCO put forth by CITPL.

**c. Schedule 3.12 - Miscellaneous Charges**

5% increase of Miscellaneous Charges in Item (i) to (xv) as proposed by CITPL is accepted based on the justification furnished regarding increase in operational cost put forth by CITPL.

**d. Schedule 3.12 - Miscellaneous Charges**

The following 2 new tariff items has been proposed to include under Sl.No.3.12 Miscellaneous Charges as (xvi) and (xvii)

**3.12(xvi) Container Turning Activity**

(Rate per container in Rs.)

Particular	Upto 20'	Above 20' and 40'	Above 40'
Container Turning Activity	431.58	647.39	863.14

**3.12 (xvii) DPD/DPE Facility Charges**

<b>DPD / DPE FACILITY CHARGES</b> : Additional charges for those RMS Container marked for seal verification or open inspection by Customs inside PSA Chennai yard.		
Particular	Upto 20'	Above 20' and 40'
<b>A. Seal Verification (Rate per container in Rs.)</b>		
On wheel Customs Inspection	535.32	535.32
Documentation Charges	133.83	133.83
<b>B. Open Examination (Rate per container in Rs.)</b>		
On wheel Customs Inspection	535.32	535.32
Documentation Charges	133.83	133.83
Lift On/Off in CY	861.21	1291.8
Shifting Within Terminal	1174.37	1761.55
Fixing Removal of Seal	267.67	267.67

Forklift Charges at INR 347.61 per Hour if required during open examination.

Since, the CITPL has stated that these services are optional services and shall be offered at the request of users, the same are accepted.

e. The CITPL has also proposed certain changes made in Definition and Notes stating that the changes are intended to give better clarity to the users and considering that no objections/comments from users was received, the same are accepted and tabulated below:

Schedule	Existing	Modified
Clause 1(ii)	"CITPL" means Chennai International Terminals Private Limited, a company incorporated in India, its successors and assigns.	"PSA Chennai" means Chennai International Terminals Private Limited, a company incorporated in India, its successors and assigns.
3.4 Note (i)	A transshipment container sent to CFS, ICD <u>are</u> taken delivery locally shall be <u>charge</u> the local container rate.	A transshipment container sent to CFS, ICD <u>or</u> taken delivery locally shall be <u>charged</u> the local container rate.
3.6 Note (iv)	Wharfage will be charged on all containers including ICDs, transshipment, <u>Laden</u> and empty containers	Wharfage will be charged on all containers including ICDs, transshipment, <u>FCL</u> , <u>LCL</u> and empty containers.
3.12 Note 7	<b>Non-Declaration / Mis-declaration of Hazardous Container</b>  The Customer has to declare the hazardous nature of the cargo as per the IMCO rules and furnish the relevant hazardous details to PSA Chennai. The charges are for non-declaration / mis-declaration of the hazardous nature and also for not furnishing the full particulars of the hazardous nature including the IMCO class, UN NO, EPS, MFAG, correct technical name, contact details of the person in case of emergency	The Customer has to declare the hazardous nature of the cargo as per the IMCO rules and furnish the relevant hazardous details to PSA Chennai. The charges are for non-declaration / mis-declaration of the hazardous nature and also for not furnishing the full particulars of the hazardous nature including the IMCO class, UN NO, EPS, MFAG, correct technical name, contact details of the person in case of emergency. <u>The liabilities and cost towards the consequences arising due to non-declaration or mis-declaration shall, however, be on the customers account</u>
3.12 Note 8	<b>Weightment of Trailer with or without Containers / Cargo</b>  The service of weightment <u>of trailers / trucks</u> is an optional service and shall be offered at the request of the users. <u>The charge includes issuing of the requisite certificate with the weight indicated on it.</u>	<b>Note 8: Weightment of Containers and Container Turning Activity:</b>  The service of <u>Weightment of Containers (Sl.No. xv) and Container Turning Activity (Sl.No. xvi)</u> are optional services and shall be offered at the request of the users.

10. Certain modifications/changes/additions/deletions in the existing SOR which was recommended by TFC, while finalizing the SOR of CITPL is summarized below

**a. Schedule 3.14 - Charges for Clearance of Garbage on-board**

The Charges for Clearance of Garbage on-board (Schedule 3.14) from the Scale of Rates of CITPL is deleted as CITPL has not rendered any such service in the recent past and since as per Deputy Conservator's circular No. G2/866/2022/M dt. 05.04.2024 vendors empanelled by ChPA are only allowed to collect garbage from ships at Chennai Port and to collect the charges prescribed in the circular, the same is accepted and the following Note has been added:

"Refer to Deputy Conservator's circular No. G2/866/2022/M dt. 05.04.2024 in ChPA's website as amended from time to time."

b. Further, the following clauses have been modified in line with enactment of MPA Act, 2021 and Clause 5.5.1 in Tariff Guidelines, 2019

Clause	Existing	Modified
Clause 2(iii)(d)	The delay in payments by the users will be counted beyond 10 days after the date of raising the bills by the PSA Chennai. This provision shall, not apply to the cases <u>where payment is to be made before availing the services as stipulated in the Major Port Trust Act, 1963, and / or</u> where payment of charges in advance is prescribed as a condition in this Scale of Rates	The delay in payments by the users will be counted beyond 10 days after the date of raising the bills by the PSA Chennai. This provision shall, not apply to the cases where payment of charges in advance is prescribed as a condition in this Scale of Rates
Clause 2(v)	Container-related charges denominated in US dollar terms shall be collected in equivalent to Indian rupees. For this purpose, <u>the market buying rate notified by the Reserve Bank of India, State Bank of India or its subsidiaries or any public sector bank as may be prescribed from time to time</u> prevalent on the date of entry of the vessels into the Terminal (in case of import containers) and on the date of arrival of containers in the Terminal premises (in case of export containers) shall be applied for re-conversion of the dollar-denominated charges into Indian rupees	Container-related charges denominated in US dollar terms shall be collected in equivalent to Indian rupees. For this purpose, <u>the Reference rate notified by the Reserve Bank of India or the market buying rate notified by State Bank of India as may be specified from time to time</u> prevalent on the date of entry of the vessels into the Terminal (in case of import containers) and on the date of arrival of containers in the Terminal premises (in case of export containers) shall be applied for re-conversion of the dollar-denominated charges into Indian rupees

c. Note 8 of Schedule 3.12 referred to in Para 9(e) has been modified to indicate Container Turning Activity as an optional activity as stated by CITPL.

11. Based on the recommendation of TFC, the Board of Chennai Port Authority has approved the revised Scale of Rates and conditionalities of the CITPL vide Board Resolution No.102 in its meeting held on 27.09.2024.

12.1 Before proceeding to consider the revised SOR of CITPL, it is pertinent to state that Tariff Authority for Major Ports (TAMP) while approving the revised SOR for CITPL vide Order No.TAMP/51/2011-CITPL dated 06 January 2012 effected a reduction of 12.23% over the then prevailing tariff of CITPL which was approved vide order No.TAMP/10/2009-CITPL dated 3 November 2010. CITPL challenged the above tariff order by its Writ Petition Nos. 11010 and 11011 of 2012 filed in the Hon'ble High Court of Madras. The Hon'ble High Court vide interim order dt. 26.04.2012 stayed the operation of the TAMP Order dt. 06.01.2012 and has permitted CITPL to charge at the (higher) rates as per earlier Tariff Order, i.e. the tariff prevailing before reduction.

12.2 In the meanwhile, the Ministry of Shipping (MOS), has issued Tariff Guidelines, 2019, with respect to BOT operators who were previously governed by 2005 Tariff Guidelines. In terms of Clause 1.9 of these guidelines, CITPL has agreed and entered into a separate agreement with Chennai Port Authority and filed its proposal with TAMP for general revision of its SOR, following Tariff Guidelines, 2019. TAMP vide order No.TAMP/36/2019-CITPL dt. 29.11.2019 approved the revised SOR of CITPL which was notified on 23.12.2019 and came into effect from 24.01.2020, valid for a period of 3 years.

12.3 TAMP in the above order has recorded at Para 13.2 that the tariff of the CITPL has been fixed based on the prevailing information and without considering any adjustment of past period surplus relating to the period of litigation. Therefore, whenever the Hon'ble High Court of Madras passes Order disposing of the Writ Petition nos. 11010 and 11011 of 2012 paving a way for treatment of surplus / deficit or a decision from the MOS is received on the treatment of surplus/ (deficit) arising over and above the admissible costs and permissible return during the period of litigation whichever is earlier, as stipulated in Clause 3.1.1 of the Tariff Guidelines, 2019, the tariff of CITPL approved now would be subject to review then, so as to capture the impact of the surplus that has accrued to CITPL during the period of litigation.

12.4 The Hon'ble High Court of Madras vide Order dt. 23.07.2024 disposed the Writ Petitions filed by CITPL referred in Para 12.1 and has referred the matter to the Conciliation and Settlement Committee (CSC) constituted under the aegis of the Cabinet Committee of Economic affairs for resolution of the issue within an outer time frame of 3 months, i.e., 23.10.2024 for CSC to pass a speaking order and stated that Petitioner (CITPL) is also at liberty to take appropriate steps to challenge any adverse order passed by the CSC, in accordance with law.



12.5 In view of the above portion, the tariff now approved by the Board is subject to the speaking order to be passed by CSC on the treatment of surplus/ (deficit) arising over and above the admissible costs and permissible return during the period of litigation, as per the Order dt. 23.07.2024 of the Hon'ble High Court of Madras referred in Para 12.4.

13 In the result and as stated above, the Board of ChPA approves the revised Scale of Rates and conditionalities of the CITPL attached as **Annexure** which shall come into force after expiry of 30 days from the date of notification and shall be in force for a period of 3 years (as per clause 2.13 of the Tariff Guidelines 2019), subject to annual indexation as mentioned in clause 2.12 of the Tariff Guidelines 2019. The approval accorded will automatically lapse thereafter unless specifically extended by this Authority.

14 An analysis of variation will also be made at the time of the next general review of tariff of CITPL at the end of the tariff validity period and adjustment of additional surplus will be made in the tariff to be fixed for the next cycle, in line with the stipulation contained in Clauses 3.2.1 and 3.2.2 of the Tariff Guidelines, 2019.

15 The CITPL shall furnish to ChPA, annual reports on container traffic handled, average moves by crane per hour and average dwell time for containers. The annual reports shall be submitted by the CITPL within 90days following the end of each of the year. Any other information which may be required by ChPA from time to time shall also be furnished by CITPL.

16 The tariff of the CITPL has been fixed relying on the information furnished by CITPL. If ChPA, at any time, during the prescribed tariff validity period, finds that the actual position varies substantially from the estimates considered or there is deviation from the assumptions accepted herein, ChPA may require CITPL to file a proposal ahead of the schedule to review its tariff and to setoff the advantage as per the revised tariff guidelines accrued on account of such variations in the revised tariff.

17 The existing tariff of CITPL approved by TAMP vide order No.TAMP/36/2019-CITPL dt.29.11.2019, expired on 23.01.2023. The validity of the existing Scale of Rates of the CITPL is deemed to have been extended beyond 23 January 2023 till the effective date of implementation of the revised Scale of Rates notified herewith.

MALLA SRINIVASA RAO,  
Financial Advisor & Chief Accounts Officer.

#### ANNEXURE



CHENNAI INTERNATIONAL TERMINALS PRIVATE LIMITED

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### CHENNAI INTERNATIONAL TERMINAL PRIVATE LIMITED

#### SCALE OF RATES

#### DEFINITIONS AND CONDITIONS

#### PREFACE

This Scale of Rates sets out the charges payable to Chennai International Terminals Private Limited from time to time for the use of services and facilities provided by Chennai International Terminals Private Limited.

#### 1. DEFINITIONS

In this Scale of Rates, unless the context otherwise requires, the following definitions shall apply:

(i) **“Accredited Clients Programme”** means a programme introduced by the Customs Department whereby importers registered by them as **“Accredited Clients”** will form a separate category to which assured facilitation will be provided. Except for a small percentage of consignments selected on random basis by the RMS, or cases where specific intelligence is available or where a specifically observed pattern of non-compliance is required to be addressed, accredited clients will be allowed clearance on the basis of self-assessment i.e., as a matter of course, clearance will be allowed on the basis of their declaration and without examination of goods. Further this benefit will be available to Accredited Clients at all ports in the country where EDI and RMS are operational. It is expected that this programme will bring reduction in the dwell time of cargo and transaction cost of such importers. Commissioners of Customs are also required to work with the custodians for earmarking separate storage space, handling facility and expeditious clearance procedures for these clients. Further IMG has also recommended ‘faster delivery system by creating separate area in the port premises clearly earmarked for delivery of cargo to specified accredited importers.’ This programme has been defined in detail in Customs Circular No. 42/2005 – cus dated 24th November 2005

(ii) **“PSA Chennai”** means Chennai International Terminals Private Limited, a company incorporated in India, its successors and assigns.

(iii) **“Coastal Vessel”** means any vessel exclusively employed in trading between any port or place in India to any other port or place in India and / or having a valid coastal license issued by the Director General of Shipping/ competent authority.

(iv) **“Container”** means the standard ISO container, suitable for the transport and stacking of cargo and must be capable of being handled as a unit and lifted by a crane with a container spreader.



(v) **“DPD/DPE”** means Direct Port Delivery (DPD) and Direct Port Entry (DPE) is a trade facilitation introduced by Government of India to expedite clearance of goods directly from/to the port thereby reducing transaction time and cost.

DPD container shall refer to those containers which comply to the norms set by CBEC, Chennai vide facility circular No 05/2017 dated 28 Feb 2017.

DPE container shall refer to those containers which comply to the norms set by CBEC, Chennai vide facility circular No 26/2017 dated 18 Nov 2017.

(vi) **“FCL”** means containers said to contain Full Container Load.

(vii) **“Foreign-going Vessel”** means any vessel other than a coastal vessel.

(viii) **“Fumigation Facility”** means facilitating decontamination of cargo which are prone to be affected by pests and which requires pesticides to decontaminate by way of fumigation or degassing or both.

(ix) **“Hazardous container”** means a Container containing hazardous goods as classified under IMO.

(x) **“ICD”** means Inland Container Depot.

(xi) **“ICD Container”** means containers discharged from a vessel and placed in the custody of the PSA Chennai for the purposes of loading on a Train, inside the Terminal. Also **“ICD Container”** means containers discharged from a Train inside the Terminal and placed in the custody of the PSA Chennai for the purposes of shipment on a vessel.

(xii) **“LCL”** means containers said to contain Less than Full Container Load (Container having cargo of more than one importer/exporter).

(xiii) **“Over Dimensional Container”** means a Container carrying over dimensional cargo beyond the normal size of standard containers and needing special devices like slings, shackles, lifting beam, etc. Damaged Container and Container requiring special devices for lifting is also classified as Over-Dimensional Container.

(xiv) **“Per Day”** means per calendar day or part thereof.

(xv) **“Per Shift”** means per period of 8 (eight) hours.

(xvi) **“Port”** means the Chennai Port Authority (ChPA) whereas **“Terminal”** means the Container Terminal operated by Chennai International Terminal Private Limited.

(xvii) **“Reefer”** means any Container for the purpose of the carriage of goods, which require power supply to maintain the desired temperature.

(xviii) **“Shut Out Container”** means a container, which has entered in to the terminal for export for a vessel as indicated by VIAN and is not connected to the vessel for whatsoever reason.

(xix) **“Tonne”** means one metric Tonne of 1,000 kilograms or one cubic metre.

(xx) **“Transshipment Container”** means container discharged from a vessel and placed in the custody of the PSA Chennai for the purposes of shipment on another vessel declared on a Transshipment manifest with the ultimate port destination marked on each container lodged with prior to or at the time of such a container is placed in its custody.

(xxi) **“VIAN”** means Vessel Identification Advise Number.

## 2. GENERAL

(i) Status of a vessel as borne out by its certification issued by Director General of Shipping is the relevant factor for deciding whether the vessel is ‘foreign-going’ or ‘coastal’. Foreign going vessels permitted to undertake coastal voyages and the cargo / container carried by them will also qualify for the concession in respect of such permissible voyages:

A. A foreign-going vessel of Indian Flag having a General Trading License can convert to coastal run on the basis of a Customs Conversion Order.

B. A foreign-going vessel of Foreign Flag can convert to coastal run on the basis of a Coastal Voyage License issued by the Director General of Shipping.

C. In case of such conversions, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.

D. In case of such conversions, coastal rates shall be chargeable only till the vessel completes coastal cargo discharging operations; immediately thereafter, foreign going rates shall be chargeable by the discharge ports.

E. For dedicated Indian coastal vessels having a Coastal License from the Director General of Shipping, no other documents will be required to be entitled to coastal rates.

(ii) All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.

(iii) (a) Users shall pay penal interest on delayed payments of any charge under this Scale of Rates. Likewise, the PSA Chennai shall pay penal interest on delayed refunds.

(b) The rate of simple interest will be 15% p.a. The penal interest will apply to both the PSA Chennai and the users equally.

(c) The delay in refunds by the PSA Chennai will be counted beyond 20 days from the date of completion of services or on production of all the documents required from the users, whichever is later.

(d) The delay in payments by the users will be counted beyond 10 days after the date of raising the bills by the PSA Chennai. This provision shall, not apply to the cases where payment of charges in advance is prescribed as a condition in this Scale of Rates.

(e) A premium of 50% will be levied in case of Hazardous Cargo Containers / Over Dimensional Containers over the applicable handling charges prescribed for respective categories of containers.

(iv) Containers less than and up to 20' in length will be reckoned as one TEU for the purpose of tariff.

(v) Container-related charges denominated in US dollar terms shall be collected in equivalent to Indian rupees. For this purpose, the Reference rate notified by the Reserve Bank of India or the market buying rate notified by State Bank of India as may be specified from time to time prevalent on the date of entry of the vessels into the Terminal (in case of import containers) and on the date of arrival of containers in the Terminal premises (in case of export containers) shall be applied for re-conversion of the dollar-denominated charges into Indian rupees

(vi) A regular review of exchange rate shall be made once in thirty days from date of arrival of the vessels in cases of vessels staying in the Port for more than thirty days. In such cases the basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.

(vii) (a) Users will not be required to pay charges for delays beyond a reasonable level attributable to the port.

(b) In case vessel idles due to non-availability or breakdown of the shore based facilities of PSA Chennai or any other reasons attributable to the PSA Chennai, rebate equivalent to berth hire charges payable to ChPA accrued during the period of idling of vessel shall be allowed.

(viii) The charges prescribed in the Scale of Rates are exclusive of all applicable taxes. All applicable taxes will be collected at actual.

(ix) All **LCL** containers coming in and going out of PSA Chennai as a unit load will be treated as **FCL** for the purpose of levying charges.

(x) All Invoices are issued as due on presentation. Failure to pay may cause a lien to be placed on the goods handled at the terminal and the responsible party may be denied further use of the terminal unless all dues together with interest @ 15 % is paid from the date of discharge of cargo till the date of payment.

(xi) Container other than that of standard size requiring special devices /sling handling will be charges as per 3.5 below. Such containers will also include damage containers and any other type requiring special devices.

(xii) If a terminal user provides with prior consent of PSA Chennai, lashing/unlashing gang for lashing operation of all containers in the vessel, then a rebate of INR 38.23/- per container in handling charges prescribed in section 3.1.1,3.2.1,3.3.1, and 3.4 shall be allowed subject to the terminal user agreeing to follow safety regulation.

**CHARGES FOR CONTAINER OPERATIONS****3.1 Charges for handling FCL import and export and empty containers.****3.1.1 Handling by Quay Crane including lashing/unlashing charges.**

	Foreign-going Vessel US\$	Coastal Vessel INR
<b>Per FCL Container</b>		
- Not exceeding 20' in length	26.11	657.87
- Exceeding 20' and upto 40' in length	39.13	986.37
- Over 40' in length	52.20	1,315.44
<b>Per Empty Container</b>		
- Not exceeding 20' in length	26.11	657.87
- Exceeding 20' and upto 40' in length	39.13	986.37
- Over 40' in length	52.20	1,315.44

**Note:** Services include handling by quay crane and lashing/unlashing

**3.1.2 Transportation from Quay Side to Yard & Vice Versa**

	Foreign-going Vessel INR	Coastal Vessel INR
<b>Per FCL Container</b>		
- Not exceeding 20' in length	743.78	446.29
- Exceeding 20' and upto 40' in length	1115.64	669.40
- Over 40' in length	1487.57	892.54
<b>Per Empty Container</b>		
- Not exceeding 20' in length	368.35	221.02
- Exceeding 20' and upto 40' in length	552.54	331.51
- Over 40' in length	736.70	442.02

**Note:** Services include transport to and from the quayside.

**3.1.3.(a) Handling at Container Yard including lift on/off onto/from the Internal Transfer Vehicle**

	Foreign-going Vessel INR	Coastal Vessel INR
<b>Per FCL Container</b>		
- Not exceeding 20' in length	411.03	246.62
- Exceeding 20' and upto 40' in length	616.56	369.94
- Over 40' in length	822.04	493.22
<b>Per Empty Container</b>		
- Not exceeding 20' in length	203.56	122.13
- Exceeding 20' and upto 40' in length	305.32	183.20
- Over 40' in length	407.10	244.25

**Note:** Services include lifts at container yard for storage.

**3.1.3.(b) Handling at Container Yard including lift on/off for delivery / receipt to and from customers**

	Foreign-going Vessel INR	Coastal Vessel INR
<b>Per FCL Container</b>		
- Not exceeding 20' in length	411.03	411.03
- Exceeding 20' and upto 40' in length	616.56	616.56
- Over 40' in length	822.04	822.04
<b>Per Empty Container</b>		
- Not exceeding 20' in length	203.56	203.56
- Exceeding 20' and upto 40' in length	305.32	305.32
- Over 40' in length	407.10	407.10

**Note:** Services include lifts at container yard for landing or loading the container from or to customer's vehicle.

**3.2 Charges for handling LCL import and export container****3.2.1 Handling by Quay Crane including lashing/unlashing**

	Foreign-going Vessel US\$	Coastal Vessel INR
<b>Per LCL Container</b>		
- Not exceeding 20' in length	26.11	657.87
- Exceeding 20' and upto 40' in length	39.13	986.37
- Over 40' in length	52.20	1,315.44

**3.2.2(a). Transportation from Quay side to Yard and Vice Versa**

	Foreign-going Vessel INR	Coastal Vessel INR
<b>Per LCL Container</b>		
- Not exceeding 20' in length	706.63	423.96
- Exceeding 20' and upto 40' in length	1059.87	635.92
- Over 40' in length	1413.19	847.90

**Note:** Services include transportation of container from quay to yard and vice versa

**3.2.2. (b) Handling at Container Yard including lift on / off, onto / from the Internal Transfer Vehicle**

	Foreign-going Vessel INR	Coastal Vessel INR
<b>Per LCL Container</b>		
- Not exceeding 20' in length	411.03	246.62
- Exceeding 20' and upto 40' in length	616.56	369.94
- Over 40' in length	822.04	493.22

**Note:** Services include lifts at Container Yard for storage

**3.2.2. (c). Handling at container yard including lift on / lift off for delivery / receipt to and from customer**

	Foreign-going Vessel INR	Coastal Vessel INR
<b>Per LCL Container</b>		
- Not exceeding 20' in length	411.03	411.03
- Exceeding 20' and upto 40' in length	616.56	616.56
- Over 40' in length	822.04	822.04
<b>Per Empty Container</b>		
- Not exceeding 20' in length	203.56	203.56
- Exceeding 20' and upto 40' in length	305.32	305.32
- Over 40' in length	407.10	407.10

**Note:** Services include lifts at container yard for landing or loading the container from or to customer's vehicle.

**3.3 Charges for handling ICD import and export container****3.3.1 Handling by Quay Crane including lashing/unlashing charges**

	Foreign-going Vessel US\$	Coastal Vessel INR
<b>Per Loaded Container</b>		
- Not exceeding 20' in length	26.11	657.87
- Exceeding 20' and upto 40' in length	39.13	986.37
- Over 40' in length	52.20	1,315.44
<b>Per Empty Container</b>		
- Not exceeding 20' in length	26.11	657.87
- Exceeding 20' and upto 40' in length	39.13	986.37
- Over 40' in length	52.20	1,315.44

**Note:** Services include handling by quay crane and lashing/unlashing.

**3.3.2 Transportation from Quay side to container Rail Yard & Vice Versa**

	Foreign-going Vessel INR	Coastal Vessel INR
<b>Per Loaded Container</b>		
- Not exceeding 20' in length	706.63	423.96
- Exceeding 20' and upto 40' in length	1059.89	635.93
- Over 40' in length	1413.20	847.92
<b>Per Empty Container</b>		
- Not exceeding 20' in length	349.95	209.97
- Exceeding 20' and upto 40' in length	524.87	314.92
- Over 40' in length	699.88	419.93

**Note:** Services include transport to container rail yard, stowage planning on vessel and yard, data handling, processing and transfer between vessel, PSA Chennai and Shipping line.

**3.3.3.(a) Handling at Container Rail Yard lift on / off, onto / from the Internal Transfer Vehicle**

	Foreign-going Vessel INR	Coastal Vessel INR
<b>Per Loaded Container</b>		
- Not exceeding 20' in length	411.03	246.62
- Exceeding 20' and upto 40' in length	616.56	369.94
- Over 40' in length	822.04	493.22
<b>Per Empty Container</b>		
- Not exceeding 20' in length	203.56	122.13
- Exceeding 20' and upto 40' in length	305.32	183.20
- Over 40' in length	407.10	244.25

**Note** Services include lifts at container yard for storage

**3.3.3.(b) Handling at Container rail yard lift on / off while giving delivery for Rail**

	Foreign-going Vessel INR	Coastal Vessel INR
<b>Per Loaded Container</b>		
- Not exceeding 20' in length	411.03	411.03
- Exceeding 20' and upto 40' in length	616.56	616.56
- Over 40' in length	822.04	822.04
<b>Per Empty Container</b>		
- Not exceeding 20' in length	203.56	203.56
- Exceeding 20' and upto 40' in length	305.32	305.32
- Over 40' in length	407.10	407.10

**Note:** Services include lift at container rail yard, data handling, processing and transfer between Vessel, PSA Chennai and Shipping Line

**3.4 Charges for handling Transshipment Containers**

	Foreign-going Vessel US\$	Coastal Vessel INR
<b>Per Loaded Container</b>		
- Not exceeding 20' in length	31.31	788.96
- Exceeding 20' and upto 40' in length	46.98	1,183.75
- Over 40' in length	62.62	1,578.24
<b>Per Empty Container</b>		
- Not exceeding 20' in length	31.31	788.96
- Exceeding 20' and upto 40' in length	46.98	1,183.75
- Over 40' in length	62.62	1,578.24

**Note:** Services include handling by quay crane (discharge and loading), transport and, lifts, stowage planning on vessel and yard, data handling, processing and transfer between Vessel, PSA Chennai and Shipping line.

**Note:**

- i. A transshipment container sent to CFS, ICD or taken delivery locally shall be charged the local container rate.
- ii. A Shut out charge as per Section 3.10 shall apply if



a) The vessel nomination is changed

b) If the vessel nomination is changed from a later vessel to an earlier vessel after the earlier vessel is berthed.

### 3.5 Charges for Hazardous Cargo Containers / Over-dimensional Cargo Containers

A premium of 50% will be levied over the applicable handling charges prescribed above for respective categories of containers.

### 3.6 Charges for Wharfage

	Foreign-going Vessel US\$	Coastal Vessel INR
<b>Per Container (box only)</b>		
- Not exceeding 20' in length	1.48	37.67
- Exceeding 20' and upto 40' in length	2.25	56.64
- Over 40' in length	2.98	75.04
<b>Per Containerised Cargo</b>	Rs.	Rs.
- Not exceeding 20' in length	820.20	492.12
- Exceeding 20' and upto 40' in length	1230.29	738.19
- Over 40' in length	1640.38	984.23

#### Note:

- (i) The charge for containerised cargo in all cases will be in Rupee terms.
- (ii) The charge for containers in cases of 'foreign arrival' and 'foreign departure' will be in Dollar terms.
- (iii) The charges for containers in cases of 'coastal arrival' and 'coastal departure' will be in Rupee terms.
- (iv) Wharfage will be charged on all containers including ICDs, transshipment, FCL, LCL and empty containers.

### 3.7 Charges for handling hatch covers for one operation (both opening and closing)

	Foreign-going Vessel US\$	Coastal Vessel Rs.
Without landing hatch cover on quay	20.87	526.17
With landing hatch cover on quay	52.20	1,315.44

**Note:** Half the rate shall be charged if there is only one activity, i.e. either an opening or closing operation.

### 3.8 Charges for shifting containers within vessel (Restows)

	Foreign-going Vessel US\$	Coastal Vessel Rs.
<b>Within hatch (without landing and reshipping) per container</b>		
- Not exceeding 20' in length	12.69	319.74
- Exceeding 20' and upto 40' in length	19.02	479.15
- Over 40' in length	25.35	638.89
<b>Via Quay (shifted by landing on Quay &amp; reshipping) per container</b>		
- Not exceeding 20' in length	37.29	939.64

- Exceeding 20' and upto 40' in length	55.93	1,409.46
- Over 40' in length	74.56	1,878.98

**Note:** No Wharfage will be levied on the restow containers and containerised cargo

### 3.9. Reefer related and other General Services

	Particulars	Foreign going Vessel (US \$)	Coastal Vessel (Rs)
a)	<b>Pre-trip inspection (PTI) including supply of electricity</b>	38.23	963.60
b)	Connection or disconnection Services On board a Vessel	2.54	64.24
c)	Cleaning of Container		
	- Not exceeding 20' in length	1.92	48.19
	- Exceeding 20' and upto 40' in length	3.83	96.36
	- Over 40' in length	5.74	144.55
d)	<b>Supply of electricity (including connection and disconnection, monitoring at reefer point) Per container per 4 hours shift or part there of</b>		
	- Not exceeding 20' in length	5.16	130.77
	- Exceeding 20' and upto 40' in length	7.79	196.13
	- Over 40' in length	10.38	261.51

**Note:**

- (i) Above tariff does not include parameter setting or repair & maintenance of malfunctioning reefers. Above charges are also applicable to restow reefer containers.
- (ii) Pre-trip inspection of the reefer containers, connection or disconnection services on board the vessel and cleaning of containers are optional services and shall be rendered when requested.
- (iii) Haz reefer cargo will incur premium as per clause 3.5.

### 3.10 Charges for a shut out container/ renomination of containers

	Foreign going Vessel (US \$)	Coastal Vessel (Rs)
<b>Per Container</b>		
- Not exceeding 20' in length	28.33	1,189.88
- Exceeding 20' and upto 40' in length	42.50	1,785.52
- Over 40' in length	56.67	2,380.26

**Note:** Above charge shall apply where –

- (i) An export container or a transshipment container or a re-export container is shut out and subsequently delivered out of PSA Chennai.
- (ii) A container is shut out by one vessel and subsequently shipped on another vessel, in addition to the charges for handling by quay crane charges. In this case, the free storage period will be given to the Container in accordance with section 3.11 from the time the container is first received. If the free storage period is exceeded, storage charges shall be calculated after the expiry of the free period up to the time of lift on.

**3.11 Charges Ffor Storage Of Containers.****1. Import - loaded and Empty Containers – (INCLUDES DPD / CFS)**

S.No	Particulars	Foreign going vessel			Coastal Vessel		
		Rate per container per day or part thereof ( in US\$)			Rate per container per day or part thereof ( in Rs)		
		Upto 20'	Above 20'and 40'	Above 40'	Upto 20'	Above 20' and 40'	Above 40'
(a)	First 3 days	Free	Free	Free	Free	Free	Free
(b)	From 4 to 15 days	6.37	12.74	19.13	267.66	535.32	802.98
(c)	From 16 to 30 days	12.74	25.49	38.23	535.32	1070.64	1605.98
(d)	Beyond 30 days	25.49	50.99	76.48	1070.64	2141.3	3211.94

**(1A) Import –Loaded DPD (Direct to Factory).**

S.No	Particulars	Foreign going vessel			Coastal Vessel		
		Rate per container per day or part thereof ( in US\$)			Rate per container per day or part thereof (in Rs)		
		Upto 20'	Above 20'and 40'	Above 40'	Upto 20'	Above 20'and 40'	Above 40'
(a)	First 5 days	Free	Free	Free	Free	Free	Free
(b)	From 6 to 15 days	6.37	12.74	19.13	267.66	535.32	802.98
(c)	From 16 to 30 days	12.74	25.49	38.23	535.32	1070.64	1605.98
(d)	Beyond 30 days	25.49	50.99	76.48	1070.64	2141.3	3211.94

**2. Export – FCL, LCL and Empty Containers**

S.No	Particulars	Foreign going vessel			Coastal Vessel		
		Rate per container per day or part thereof ( in US\$)			Rate per container per day or part thereof in Rs)		
		Upto 20'	Above 20'and 40'	Above 40'	Upto 20'	Above 20'and 40'	Above 40'
(a)	First 7 days	Free	Free	Free	Free	Free	Free
(b)	From 8 to 15 days	6.37	12.74	19.13	267.66	535.32	802.98
(c)	From 16 to 30 days	12.74	25.49	38.23	535.32	1070.64	1605.98
(d)	Beyond 30 days	25.49	50.99	76.48	1070.64	2141.3	3211.94

**(2A) DPE –(Direct Port Entry Export)**

S.No	Particulars	Foreign going vessel			Coastal Vessel		
		Rate per container per day or part thereof ( in US\$)			Rate per container per day or part thereof (in Rs)		
		Upto 20'	Above 20'and 40'	Above 40'	Upto 20'	Above 20'and 40'	Above 40'
(a)	First 15 days	Free	Free	Free	Free	Free	Free
(b)	From 16 to 30 days	12.74	25.49	38.23	N.A	N.A	N.A
(c)	Beyond 30 days	25.49	50.99	76.48	N.A	N.A	N.A

**3. ICD Containers –Import & Export Loaded and Empty**

S.No	Particulars	Foreign going vessel			Coastal Vessel		
		Rate per container per day or part thereof (in US\$)			Rate per container per day or part thereof (in Rs)		
		Upto 20'	Above 20'and 40'	Above 40'	Upto 20'	Above 20'and 40'	Above 40'
(a)	First 10 days	Free	Free	Free	Free	Free	Free
(b)	From 11 to 30 days	6.37	12.74	19.13	267.66	535.32	802.98
(c)	From 31 to 45 days	12.74	25.49	38.23	535.32	1070.64	1605.98
(d)	Beyond 45 days	25.49	50.99	76.48	1070.64	2141.3	3211.94

**4. Transshipment Containers – Loaded and Empty**

S.No	Particulars	Foreign going vessel			Coastal Vessel		
		Rate per container per day or part thereof ( in US\$)			Rate per container per day or part thereof ( in Rs)		
		Upto 20'	Above 20'and 40'	Above 40'	Upto 20'	Above 20'and 40'	Above 40'
(a)	First 30 days	Free	Free	Free	Free	Free	Free
(b)	From 31 to 45 days	6.37	12.74	19.13	267.66	535.32	802.98
(c)	From 46 to 60 days	12.74	25.49	38.23	535.32	1070.64	1605.98
(d)	Beyond 60 days	25.49	50.99	76.48	1070.64	2141.3	3211.94

**5. Shut Out Containers – Loaded and Empty**

S.No	Particulars	Foreign going vessel			Coastal Vessel		
		Rate per container per day or part thereof (in US\$)			Rate per container per day or part thereof (in Rs)		
		Upto 20'	Above 20'and 40'	Above 40'	Upto 20'	Above 20' and 40'	Above 40'
(a)	From 1 to 15 days	6.37	12.74	19.13	267.66	535.32	802.98
(b)	From 16 to 30 days	12.74	25.49	38.23	535.32	1070.64	1605.98
(c)	Beyond 30 days	25.49	50.99	76.48	1070.64	2141.3	3211.94

**Notes:**

- 3.11.1. Storage period for a container shall be reckoned from the day following the day of landing up to the day of loading / delivery/ removal of containers.
- 3.11.2. For the purpose of calculation of free time, Sundays, Customs notified holidays and the Terminal's non-operating days shall be excluded.
- 3.11.3. Storage charge shall not accrue for the period during which PSA Chennai is not in a position to deliver / shift the containers when requested by the users.
- 3.11.4. Transshipment containers whose status is subsequently changed to local FCL / LCL or ICD container shall be levied storage charges at par with the relevant import containers.
- 3.11.5. Hazardous containers shall attract 1.50 times the normal applicable charges.
- 3.11.6. Over-High and Over-Dimensional Containers including the windmill boxes the storage charges shall be based on the actual no of ground slots the respective container occupies under the respective slabs given above.

- 3.11.7. If boxes meant for delivery under the "Accredited Client Programme" (ACP) as explained 1(i) above are not moved out with in three days of its landing into the terminal these boxes would be shifted to the normal import stack area from the designated ACP import stack area in which case extra Lift on/ off and are shifting charges would be charged.
- 3.11.8. The free and storage rates prescribed in case of ICD containers are applicable only for Movement of containers to /from ICDs going by rail.
- 3.11.9. Normal import containers subsequently changing the mode to LCL or ICD containers enjoy the free period applicable to local FCL
- 3.11.10 Total storage period for shut out container shall be calculated from the day when the container has entered the terminal till the day of shipment / delivery.
- 3.11.11 The storage charges on abandoned containers / shipper owned containers shall be levied up to the date of receipt of intimation of abandonment in writing or 75 days from the day of landing of the container, whichever is earlier subject to the following conditions:
- (i) The consignee can issue a letter of abandonment at any time.
  - (ii) If the consignee chooses not to issue such letter of abandonment, the container Agent / MLO can also issue abandonment letter subject to following:
    - (a) the Line shall resume custody of container along with cargo and either take it back or remove it from the port premises; and
    - (b) the Line shall pay all port charges accrued on the cargo and container before resuming custody of the container.
  - (iii). The container Agent / MLO shall observe the necessary formalities and bear the cost of transportation and destuffing. In case of their failure to take such action within the stipulated period, the storage charge on the container shall be continued to be levied till such time all necessary actions are taken by the shipping lines for destuffing the cargo.
  - (iv). Where the container is seized / confiscated by the Customs Authorities and the same cannot be destuffed within the prescribed time limit of 75 days, the storage charges will cease to apply from the day the Customs order release of the cargo subject to Lines observing the necessary formalities and bearing the cost of transportation and destuffing. Otherwise, seized/confiscated containers should be removed by the Line / consignee from the terminal premises to the Customs bonded area and in that case, the storage charge shall cease to apply from the day of such removal.
- 3.11.12. The ground slots for export containers will be reserved for 7 days weekly call of the Vessel and 5 days for bi-weekly call of vessel.

### 3.12. Miscellaneous Charges.

(Rate per container in Rs.)

Sl. No.	Particulars	Upto 20'	Above 20' and 40'	Above 40'
(i)	Fixing/ removal of seal	267.67	267.67	267.67
(ii)	Lift on / Lift off in the Container Yard	861.21	1291.8	1722.4
(iii)	Charges for shifting of container within the Terminal	1174.37	1761.55	2348.73
(iv)	POD Charges	1174.37	1761.55	2348.73
(v)	Additional Movement- Terminal to Rail or rail to Terminal/ charges for extra movement/ transportation.	1174.37	1761.55	2348.73
(vi)	Change of status of Container from Rail to Road or vice-versa	1174.37	1761.55	2348.73

Sl. No.	Particulars	Upto 20'	Above 20' and 40'	Above 40'
(vii)	Charges for export containers arriving in the terminal after the gate cut-off for the particular VIAN	1174.37	1761.55	2348.73
(viii)	Fixing/removal of Hazardous Sticker (per container)	133.83	133.83	133.83
(xi)	One door open charge Per container	802.99	802.99	802.99
(x)	Cancellation of Document (per EIR)	133.83	133.83	133.83
(xi)	Non-declaration / Mis-declaration of Hazardous containers and Over dimensional container	4014.94	4014.94	4014.94
(xii)	On Wheel customs Inspection (per container)	535.32	535.32	535.32
(xiii)	Fumigation Charges	2676.62	2676.62	2676.62
(xiv)	Fork lift charges for movement of lashing, bins within the terminal (per lashing bin)	133.83	133.83	133.83
(xv)	Weighment of Containers	133.83	133.83	133.83
(xvi)	Container Turning Activity	431.58	647.39	863.14

**(xvii) DPD / DPE FACILITY CHARGES**

Additional charges for those RMS Container marked for seal verification or open inspection by Customs inside PSA Chennai Yard.

(Rate per container in Rs.)

Particulars	Upto 20'	Above 20'and 40'
<b>A. Seal Verification</b>		
On wheel Customs Inspection	535.32	535.32
Documentation Charges	133.83	133.83
<b>B. Open Examination</b>		
On wheel Customs Inspection	535.32	535.32
Documentation Charges	133.83	133.83
Lift On/Off in CY	861.21	1291.8
Shifting Within Terminal	1174.37	1761.55
Fixing Removal of Seal	267.67	267.67

- **Forklift Charges at INR 347.61 per Hour if required during open examination.**

**Notes.**

1. **Cancellation charge for EIR** applies when EIR is cancelled at the request of customer.
2. **"One Door Open" Charge** is applicable for handling containers which require only one door to be kept open and when door opening and securing is carried by the terminal.
3. **Fixing / Removal of Seal**

Bottle seals shall be fixed on every container arriving at the terminal - by rail / road / sea - without a proper bottle seal on it, prior to allowing its entry. The terminal staff shall be at liberty to do this without having to obtain prior consent of the shipping lines. The list of such containers on which a seal is affixed by the terminal shall be intimated to the lines. Seals shall be removed at the request of the customer.



**4. Fixing / Removal of 'Hazardous Sticker'**

Hazardous stickers indicating the IMCO class only shall be affixed on a container (Four Stickers) carrying hazardous cargo. Similarly old stickers on the container shall be removed from a container carrying non-hazardous cargo. In either case, the customer has to intimate in writing to PSA Chennai to undertake the said activity, within the terminal.

**5. Customs Inspection**

The inspection of a container shall be allowed at a nominated point only, on the written request of the customer. The container doors can be opened only under customs supervision.

**6. Additional Movement-** From terminal to Rail siding or rail siding to terminal will be applicable for ICD container moved by PSA Chennai.**7. Non-Declaration / Mis-declaration of Hazardous Container**

The Customer has to declare the hazardous nature of the cargo as per the IMCO rules and furnish the relevant hazardous details to PSA Chennai. The charges are for non-declaration / mis-declaration of the hazardous nature and also for not furnishing the full particulars of the hazardous nature including the IMCO class, UN NO, EPS, MFAG, correct technical name, contact details of the person in case of emergency. The liabilities and cost towards the consequences arising due to non-declaration or mis-declaration shall, however, be on the customers account.

**8. Weighment of Containers and Container Turning Activity**

The service of Weighment of Containers (Sl.No.xv) and Container Turning Activity (Sl.No.xvi) are optional services and shall be offered at the request of the users.

**3.13. Charges for supply of fresh water to shipping alongside the container berths**

	Foreign-going US \$	Coastal Rs.
Per 1000 liters or part thereof	8.65	363.54

**3.14. Charges for clearance of Garbage on board**

Refer to Deputy Conservator's circular No. G2/866/2022/M dt. 05/04/2024 on ChPA's website, as amended from time to time.

MALLA SRINIVASA RAO,  
Financial Advisor & Chief Accounts Officer,  
Chennai Port Authority.